

(1) Is each part of the vapor collection system aligned to allow vapor to flow to the facility vapor connection or, if lightering, to the other vessel?

(2) Are the vapor collection hoses or arms connected to the vessel's vapor collection connection?

(3) Are the vessel and facility vapor connections electrically isolated?

(4) Have the initial transfer rate and the maximum transfer rate been determined?

(5) Have the maximum and minimum operating pressures at the facility vapor connection, or the vessel vapor connection if lightering, been determined?

(6) Have all alarms required by §§ 39.20–7, 39.20–9 and 39.40–3(a) of this subchapter been tested within 24 hours prior to the start of the transfer operation and found to be operating properly?

(7) Is each vapor recovery hose free of unrepaired loose covers, kinks, bulges, soft spots, or any other defect which would permit the discharge of vapors through the hose material, and gouges, cuts, or slashes that penetrate the first layer of hose reinforcement?

(8) Has the oxygen concentration of all inerted cargo tanks been verified to be 8 percent or less?

[CGD 80–009, 48 FR 36459, Aug. 11, 1983, as amended by CGD 88–102, 55 FR 25446, June 21, 1990; CGD 79–116, 60 FR 17156, Apr. 4, 1995; CGD 79–116, 62 FR 25135, May 8, 1997]

**§ 35.35–35 Duties of person in charge of transfer—TB/ALL.**

The person in charge of the transfer of liquid cargo in bulk, fuel oil in bulk, or bunkers in bulk shall control the transfer as follows:

(a) Supervise the operations of cargo-system valves.

(b) Commence transfer of cargo at slow rate of cargo flow.

(c) Observe cargo connections for leakage.

(d) Observe pressure on cargo system.

(e) If transfer is loading (rather than discharging), observe rate of loading to avoid overflow of tanks.

(f) Comply with 33 CFR 156.120 and 156.150.

[CGD 79–116, 60 FR 17156, Apr. 4, 1995, as amended by CGD 79–116, 62 FR 25135, May 8, 1997]

**§ 35.35–40 Conditions under which transfer operations shall not be commenced or if started shall be discontinued—TB/ALL.**

Cargo transfer operations shall not be started or, if started, shall be discontinued under the following conditions:

(a) During severe electrical storms.

(b) If a fire occurs on the wharf or on the tanker or in the vicinity.

**§ 35.35–42 Restrictions on vessels alongside a tank vessel loading or unloading cargo of Grade A, B, or C—TB/ALL.**

(a) No vessel may come alongside or remain alongside a tank vessel in way of its cargo tanks while it is loading or unloading cargo of Grade A, B, or C without permission of the person in charge of the transfer on the tank vessel.

(b) No vessel may come alongside or remain alongside a tank vessel in way of its cargo tanks while it is loading or unloading cargo of Grade A, B, or C unless the conditions then prevailing are acceptable to the persons in charge of cargo-handling on both vessels.

[CGD 79–116, 60 FR 17156, Apr. 4, 1995]

**§ 35.35–45 Auxiliary steam, air, or electric current—B/ALL.**

When discharging cargo from one or more barges, the towing vessel may furnish steam, air, or electric current for pumps on barges or dock, but in no case shall the cargo pass through or over the towing vessel.

**§ 35.35–50 Termination of transfer operations—TB/ALL.**

(a) When transfer operations are completed the valves on cargo connections on the vessel shall be closed. The cargo connections shall be drained of cargo.

(b) [Reserved]

**§ 35.35–55 Transfer of other cargo or stores on tank vessels—TB/ALL.**

(a) No packaged goods, freight, or ship's stores may be loaded or unloaded during the loading or unloading of cargo of Grade A, B, or C except by permission of the person in charge of the transfer of liquid cargo in bulk. No explosives may be loaded, unloaded, or

carried as cargo on any tank vessel containing cargo of Grade A, B, or C.

(b) Where package and general cargo is carried directly over bulk cargo tanks, it shall be properly dunnaged to prevent chafing of metal parts and securely lashed or stowed.

[CGFR 65-50, 30 FR 16704, Dec. 30, 1965, as amended by CGD 79-116, 60 FR 17157, Apr. 4, 1995]

**§ 35.35-60 Transportation of other cargo or stores on tank barges—B/ALL.**

(a) Tank barges may be permitted to transport deck cargoes directly over bulk cargo spaces when the nature of such deck cargoes and the methods of loading and unloading same do not create an undue hazard. Such tank barges shall have their decks properly dunnaged to prevent chafing between the steel parts of the vessel and the deck cargo.

(b) [Reserved]

**§ 35.35-70 Maintenance of cargo handling equipment—TB/ALL.**

The cargo handling equipment shall be maintained by the tank vessel's personnel in accordance with the regulations in this subchapter, including the following:

(a) Cargo hose shall not be used in transfer operations in which the pressures are such that leakage of cargo occurs through the body of the hose.

(b) Cargo pump relief valves shall be tested at least once each year to determine that they function satisfactorily at the pressure at which they are set to open.

(c) Cargo pump pressure gage shall be tested at least once a year for accuracy.

(d) The cargo discharge piping of all tank vessels shall be tested at least once each year for tightness, at the maximum working pressure.

**§ 35.35-75 Emergencies—TB/ALL.**

In case of emergencies nothing in the regulations in this subchapter shall be construed as preventing the senior officer present from pursuing the most effective action in his judgment for rectifying the conditions causing the emergency.

**§ 35.35-85 Air compressors—TB/ALL.**

No person may operate, install, or re-install an air compressor in a cargo area described in § 32.35-15 of this subchapter.

[CGD 95-028, 62 FR 51200, Sept. 30, 1997]

**Subpart 35.40—Posting and Marking Requirements—TB/ALL.**

**§ 35.40-1 General alarm contact maker—TB/ALL.**

Each general alarm contact maker must be marked in accordance with requirements in subchapter J (Electrical Engineering Regulations) of this chapter.

[CGD 74-125A, 47 FR 15231, Apr. 8, 1982]

**§ 35.40-5 General alarm bells—TB/ALL.**

General alarm bells must be marked in accordance with requirements in subchapter J (Electrical Engineering Regulations) of this chapter.

[CGD 74-125A, 47 FR 15231, Apr. 8, 1982]

**§ 35.40-6 Emergency lights—TB/ALL.**

Emergency lights must be marked in accordance with requirements in subchapter J (Electrical Engineering Regulations) of this chapter.

[CGD 74-125A, 47 FR 15231, Apr. 8, 1982]

**§ 35.40-7 Carbon dioxide alarm—T/ALL.**

Adjacent to all carbon dioxide fire extinguishing alarms installed after November 19, 1952, there shall be conspicuously marked: "WHEN ALARM SOUNDS VACATE AT ONCE. CARBON DIOXIDE BEING RELEASED."

**§ 35.40-10 Steam, foam, or CO<sub>2</sub> fire smothering apparatus—TB/ALL.**

Steam, foam, or CO<sub>2</sub> fire smothering apparatus shall be marked "STEAM FIRE APPARATUS" or "FOAM FIRE APPARATUS" or "CO<sub>2</sub> FIRE APPARATUS," as appropriate, in not less than 2-inch red letters. The valves of all branch pipes leading to the several compartments shall be distinctly marked to indicate the compartments or parts of the vessel to which they lead.